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L1: Entry 1 of 2 File: EPAB Apr 6, 2000

PUB-NO: DE019842224A1
DOCUMENT-IDENTIFIER: DE 19842224 A1
TITLE: TITLE DATA NOT AVAILABLE

PUBN-DATE: April 6, 2000

INVENTOR-INFORMATION:

NAME	COUNTRY
PIESCH, WOLFGANG	DE
KRAUS, HELMUT	DE
SEUBERT, TILMANN	DE
STEINER, ULRIKE	DE
ANDREAS, OLAF	DE

ASSIGNEE-INFORMATION:

NAME	COUNTRY
SIEMENS AG	DE

APPL-NO: DE19842224
APPL-DATE: September 15, 1998

PRIORITY-DATA: DE19842224A (September 15, 1998)

INT-CL (IPC): H01 H 27/06; B60 R 25/04
EUR-CL (EPC): H01H027/06; B60R025/04

ABSTRACT:

CHG DATE=20001004 STATUS=N>The ignition starter switch modules includes a rotatable locking cylinder (10) in a locking cylinder housing (23). A modules housing (8) surroundS the locking cylinder and has sensors (30,32) for ascertaining the rotational position of the locking cylinder. A circuit board (28) is integrated into the module housing and electrically joins the sensors to a pin-connector plug (18) mounted on the module housing. At least one of the sensors is designed as a micro-switch (30,32).

WEST

End of Result Set

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L1: Entry 2 of 2 File: DWPI Apr 7, 2000

DERWENT-ACC-NO: 2000-272367
DERWENT-WEEK: 200025

TITLE: Ignition starter switch module for motor vehicle - has circuit board integrated into module housing and electrically connecting sensors to pin-connector plug

INVENTOR: ANDREAS, O; KRAUS, H ; PIESCH, W ; SEUBERT, T ; STEINER, U

PATENT-ASSIGNEE:

ASSIGNEE	CODE
SIEMENS AG	SIEI

PRIORITY-DATA: 1998DE-1042224 (September 15, 1998)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
FR 2784224 A1	April 7, 2000		000	H01H027/06
DE 19842224 A1	April 6, 2000		006	H01H027/06

APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
FR 2784224A1	September 10, 1999	1999FR-0011339	
DE 19842224A1	September 15, 1998	1998DE-1042224	

INT-CL (IPC): B60 R 25/02; B60 R 25/04; H01 H 27/06

ABSTRACTED-PUB-NO: DE 19842224A
BASIC-ABSTRACT:

The ignition starter switch modules includes a rotatable locking cylinder (10) in a locking cylinder housing (23). A modules housing (8) surroundS the locking cylinder and has sensors (30,32) for ascertaining the rotational position of the locking cylinder. A circuit board (28) is integrated into the module housing and electrically joins the sensors to a pin-connector plug (18) mounted on the module housing.

At least one of the sensors is designed as a micro-switch (30,32).

USE - For mounting e.g. on steering column of motor vehicle. In combination with electronic vehicle immobiliser unit.

ADVANTAGE - Simplifies design structure facilitating integration with other functional units.

CHOSEN-DRAWING: Dwg.2/4

TITLE-TERMS: IGNITION START SWITCH MODULE MOTOR VEHICLE CIRCUIT BOARD INTEGRATE

MODULE HOUSING ELECTRIC CONNECT SENSE PIN CONNECT PLUG

DERWENT-CLASS: Q17 V03 W05 X22

EPI-CODES: V03-C05; W05-D04A1; W05-D04G; W05-D07D; X22-A08C; X22-C05C; X22-X03;

SECONDARY-ACC-NO:
Non-CPI Secondary Accession Numbers: N2000-204033

WEST

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L2: Entry 1 of 2 File: EPAB Oct 29, 1998

PUB-NO: DE019751805C1
DOCUMENT-IDENTIFIER: DE 19751805 C1
TITLE: Electronic ignition lock system with electronic key especially for motor vehicle

PUBN-DATE: October 29, 1998

INVENTOR-INFORMATION:

NAME	COUNTRY
FITZ, HARTMUT	DE
GEBER, MICHAEL	DE
OHLE, JOERN-MARTEN DIPL ING	DE

ASSIGNEE-INFORMATION:

NAME	COUNTRY
DAIMLER BENZ AG	DE

APPL-NO: DE19751805
APPL-DATE: November 24, 1997

PRIORITY-DATA: DE19751805A (November 24, 1997)

INT-CL (IPC): B60 R 25/04
EUR-CL (EPC): B60R025/04

ABSTRACT:

CHG DATE=19990905 STATUS=O>The electronic ignition lock system has an electronic key, for the exchange of a coded operating signal is inserted in the key receptacle. A mechanical blocking unit (7) is provided for blocking the movement of the key receptacle (5). So that the mechanical blocking unit can be unlocked, by a working together with a corresponding contour (2.1) of the ignition key. Operating facilities (9.1, 9.4) are provided, which identify an unlocking of the mechanical blocking unit (7). In addition after the identified unlocking of the blocking unit (7), the exchange of coded operating signals can be activated.

WEST

End of Result Set

Generate Collection Print

L2: Entry 2 of 2 File: DWPI Dec 25, 2000

DERWENT-ACC-NO: 1998-543930
DERWENT-WEEK: 200102

TITLE: Electronic ignition lock system with electronic key especially for motor vehicle - has mechanical block unit blocking movement of key reception unlockable by acting together with corresponding contour of ignition key and unlocking can be identified

INVENTOR: FITZ, H; GEBER, M ; OHLE, J

PATENT-ASSIGNEE:

ASSIGNEE	CODE
DAIMLER-BENZ AG	DAIM
DAIMLERCHRYSLER AG	DAIM

PRIORITY-DATA: 1997DE-1051805 (November 24, 1997)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
JP 3120391 B2	December 25, 2000		006	B60R025/04
DE 19751805 C1	October 29, 1998		007	B60R025/04
EP 918001 A2	May 26, 1999	G	000	B60R025/04
JP 11278217 A	October 12, 1999		006	B60R025/04

DESIGNATED-STATES: AL AT BE CH CY DE DK ES FI FR GB GR IE IT LI LT LU LV MC MK NL PT RO SE SI

APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
JP 3120391B2	November 20, 1998	1998JP-0374899	
JP 3120391B2		JP 11278217	Previous Publ.
DE 19751805C1	November 24, 1997	1997DE-1051805	
EP 918001A2	November 5, 1998	1998EP-0120978	
JP 11278217A	November 20, 1998	1998JP-0374899	

INT-CL (IPC): B60 R 25/04; H01 H 27/06

ABSTRACTED-PUB-NO: DE 19751805C
BASIC-ABSTRACT:

The electronic ignition lock system has an electronic key, for the exchange of a coded operating signal is inserted in the key receptacle. A mechanical blocking unit (7) is provided for blocking the movement of the key receptacle (5). So that the mechanical blocking unit can be unlocked, by a working together with a corresponding contour (2.1) of the ignition key.

Operating facilities (9.1, 9.4) are provided, which identify an unlocking of the mechanical blocking unit (7). In addition after the identified unlocking of the blocking unit (7), the exchange of coded operating signals can be activated.

ADVANTAGE - Increases operational safety, and manipulation of electronic ignition lock is almost eliminated.

CHOSEN-DRAWING: Dwg.1/7

TITLE-TERMS: ELECTRONIC IGNITION LOCK SYSTEM ELECTRONIC KEY MOTOR VEHICLE MECHANICAL BLOCK UNIT BLOCK MOVEMENT KEY RECEPTION UNLOCK ACT CORRESPOND CONTOUR IGNITION KEY UNLOCK CAN IDENTIFY

DERWENT-CLASS: Q17 W05 X22

EPI-CODES: W05-D05B; W05-D07D; X22-A08C;

SECONDARY-ACC-NO:
Non-CPI Secondary Accession Numbers: N1998-423471

WEST

End of Result Set

Generate Collection | Print

L3: Entry 1 of 1 File: DWPI Feb 7, 2000

DERWENT-ACC-NO: 1991-239496
DERWENT-WEEK: 200012

TITLE: Electromagnetic lock for motorcycle pannier and fuel tank - incorporates cylinder lock actuated by ignition key to connect battery progressively to cover-releasing solenoid switches

INVENTOR: NAKAJIMA, S; TAKASAKA, M ; YAMASHITA, T

PATENT-ASSIGNEE:

ASSIGNEE	CODE
SUZUKI KK	SUZM
SUZUKI MOTOR CORP	SUZM

PRIORITY-DATA: 1990JP-0128643 (May 18, 1990), 1990JP-0018953 (January 31, 1990), 1990JP-0087033 (March 30, 1990)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
JP 3006011 B2	February 7, 2000		005	B62J035/00
DE 4102714 A	August 8, 1991		015	
AU 9170128 A	August 8, 1991		000	
FR 2661148 A	October 25, 1991		000	
JP 04024184 A	January 28, 1992		000	
US 5291067 A	March 1, 1994		015	B62H005/00
DE 4102714 C2	June 14, 1995		015	B62H005/00

APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
JP 3006011B2	January 31, 1990	1990JP-0018953	
JP 3006011B2		JP 3224886	Previous Publ.
DE 4102714A	January 30, 1991	1991DE-4102714	
JP 04024184A	May 18, 1990	1990JP-0128643	
US 5291067A	January 31, 1991	1991US-0648760	
DE 4102714C2	January 30, 1991	1991DE-4102714	

INT-CL (IPC): B60K 15/05; B60R 16/02; B60R 25/04; B62H 5/00; B62J 6/00; B62J 7/02; B62J 9/00; B62J 11/00; B62J 35/00; B62K 11/02; E05B 47/00; E05B 47/02; E05B 65/12; E05B 71/00; E05B 73/00; F02P 9/00; F02P 11/04; H01H 19/54 ; H01H 27/06; H02H 9/26; H02H 27/00

ABSTRACTED-PUB-NO: DE 4102714A
BASIC-ABSTRACT:

The covers of the luggage compartment and tank are locked and unlocked by an electrical installation including a battery (201) with a main switch unit (215) and two solenoid switches (205,206). In the first main switch position (AUS) the battery (201) is disconnected.

In the second position (BENZIN) it is connected to the switch (205) unlocking the tank cover. The third position (EIN) energises the ignition (208-210) and lights (211-213). The final position (OFFEN) releases the lock of the luggage compartment cover.

ADVANTAGE - The key switch for the engine ignition system is used irrespective of whether or not the engine is running.
ABSTRACTED-PUB-NO:

DE 4102714C
EQUIVALENT-ABSTRACTS:

The motor cycle has a small luggage compartment (15) formed directly in front of and beneath the area immediately in front of the rider. Access to the space is via a hinged cover (25) that is secured in position by a mechanical latch (26) mechanism. Release can only be effected by energisation of an electromagnet (41) and this is coupled into an electrical circuit.

Activation is provided by the use of the ignition key and lock, which includes several functions. The lock has a number of positions and controls access to the compartment.

USE/ADVANTAGE - Provides secured access to luggage compartment.

US 5291067A

The motorcycle has an article storage box equipped with a lockable lid and a fuel tank having a gasoline injection port which is closed or opened by a lid. The locking of the lid of the storage box and the fuel tank injection port are controlled by an electric circuit system. The electric circuit system includes a main switch unit operatively connected to a battery, a solenoid switch connected to the main switch unit for carrying out an on-off operation to the lid locking mechanism for the fuel tank injection port lid, and a solenoid switch connected to the main switch unit for carrying out an on-off operation to the lid locking mechanism for the storage box.

The main switch unit includes a number of contact points corresp. to a first point of action at which the battery is switched off, a second point of action at which the battery is switched on and at which the lid of the fuel injection port of the fuel tank is unlocked, a third point of action at which the battery is switched on and a current passes to an ignitor and to a lighting unit, and a fourth point of action at which the battery is switched on and the lid of the storage box is unlocked.

ADVANTAGE - Controls ignition power circuit of engine regardless of whether engine is in operation or shutdown.

CHOSEN-DRAWING: Dwg.9/10 Dwg.1/10 Dwg.9/10

TITLE-TERMS: ELECTROMAGNET LOCK MOTORCYCLE PANNIER FUEL TANK INCORPORATE CYLINDER LOCK ACTUATE IGNITION KEY CONNECT BATTERY PROGRESS COVER RELEASE SOLENOID SWITCH

DERWENT-CLASS: Q13 Q17 Q23 Q47 Q54 V03 X22

EPI-CODES: V03-C05; X22-D;

SECONDARY-ACC-NO:
Non-CPI Secondary Accession Numbers: N1991-182633

WEST

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L7: Entry 1 of 2 File: EPAB Feb 24, 2000

PUB-NO: DE019836968A1
DOCUMENT-IDENTIFIER: DE 19836968 A1
TITLE: Vehicle ignition switch has all contacts brought out in common plane from injection molded conductive tracks of stator, connecting to sensors associated with electromagnetic key

PUBN-DATE: February 24, 2000

INVENTOR-INFORMATION:

NAME	COUNTRY
KEMMANN, HARALD	DE

ASSIGNEE-INFORMATION:

NAME	COUNTRY
HUF HUELSBECK & FUERST GMBH	DE

APPL-NO: DE19836968
APPL-DATE: August 14, 1998

PRIORITY-DATA: DE19836968A (August 14, 1998)

INT-CL (IPC): H01 H 27/00; B60 R 16/02; B60 R 25/04
EUR-CL (EPC): B60R025/04

ABSTRACT:

CHG DATE=20001128 STATUS=O>Switch connections are all brought out as terminals (13, 13', 14, 14') in a common plane (17) of the stator (10). To injection-mold the stator, at least two different injection molding compounds are used. One is electrically-conductive. Its conductivity is inherent or is conferred by after-treatment. It forms embedded tracks. The other is and remains, an insulator. Conductor tracks (18, 19) connect between terminals and components (31, 32, 33) in the stator.

WEST

End of Result Set

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L7: Entry 2 of 2 File: DWPI May 8, 2002

DERWENT-ACC-NO: 2000-225198
DERWENT-WEEK: 200233

TITLE: Vehicle ignition switch has all contacts brought out in common plane from injection molded conductive tracks of stator, connecting to sensors associated with electromagnetic key

INVENTOR: KEMMANN, H

PATENT-ASSIGNEE:

ASSIGNEE	CODE
HUF HUELSBECK & FUERST GMBH & CO KG	HUFHN

PRIORITY-DATA: 1998DE-1036968 (August 14, 1998)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
DE 19836968 C2	May 8, 2002		000	H01H027/00
DE 19836968 A1	February 24, 2000		006	H01H027/00

APPLICATION-DATA:

PUB-NO	APPL-DATE	APPL-NO	DESCRIPTOR
DE 19836968C2	August 14, 1998	1998DE-1036968	
DE 19836968A1	August 14, 1998	1998DE-1036968	

INT-CL (IPC): B60 R 16/02; B60 R 25/04; H01 H 27/00

ABSTRACTED-PUB-NO: DE 19836968A
BASIC-ABSTRACT:

NOVELTY - Switch connections are all brought out as terminals (13, 13', 14, 14') in a common plane (17) of the stator (10). To injection-mold the stator, at least two different injection molding compounds are used. One is electrically-conductive. Its conductivity is inherent or is conferred by after-treatment. It forms embedded tracks. The other is and remains, an insulator. Conductor tracks (18, 19) connect between terminals and components (31, 32, 33) in the stator.

USE - To injection mold an ignition switch stator and conductive tracks used especially to connect to electromagnetic transponders and position sensors of an electromagnetic key system.

ADVANTAGE - The switch is compact, reliable, and low cost construction is achieved. Mounting is simplified. All connections share a common plane, simplifying and economizing on connection costs using a single plug.

DESCRIPTION OF DRAWING(S) - The figure shows an axial cross sectional view through the switch.

Stator 10

Terminals 13, 13', 14, 14'

Common plane 17

Conductor tracks 18, 19

Rotor 20

Components in stator 31, 32, 33

CHOSEN-DRAWING: Dwg.1/4

TITLE-TERMS: VEHICLE IGNITION SWITCH CONTACT COMMON PLANE INJECTION MOULD CONDUCTING TRACK STATOR CONNECT SENSE ASSOCIATE ELECTROMAGNET KEY

DERWENT-CLASS: Q17 V03 X22

EPI-CODES: V03-B02; V03-C05; V03-D03; V03-D04X; X22-A08; X22-N;

SECONDARY-ACC-NO:
Non-CPI Secondary Accession Numbers: N2000-168744

WEST

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L4: Entry 1 of 2 File: EPAB Feb 11, 1999

PUB-NO: DE019729402A1
DOCUMENT-IDENTIFIER: DE 19729402 A1
TITLE: Motor vehicle anti-theft protection system

PUBN-DATE: February 11, 1999

INVENTOR-INFORMATION:

NAME	COUNTRY
SCHWEIGER, JUERGEN	DE
LOEFFLER, MAXIMILIAN	DE

ASSIGNEE-INFORMATION:

NAME	COUNTRY
SIEMENS AG	DE

APPL-NO: DE19729402
APPL-DATE: July 9, 1997

PRIORITY-DATA: DE19729402A (July 9, 1997)

INT-CL (IPC): B60 R 25/00; B60 R 25/02; B60 R 25/04; E05 B 65/36; G08 C 17/04; G08 B 29/00
EUR-CL (EPC): B60R025/00; B60R025/02, G07C009/00

ABSTRACT:

CHG DATE=19990905 STATUS=O>The system has a key (1) with a power reception unit (6) and an IR transmission unit (4). A lock (7) has a power transmission unit (10) and an IR reception unit (9) connected to an evaluation unit (11). The received data are checked for validity and a blocking element released if validity is established. The power transmission unit and the data reception unit are built into a component (29) and mounted approximately in the centre of lock so that with the key in the lock the power reception unit and data transmission unit in the key are arranged close to the power transmission unit and data reception unit in the lock and approximately in line.

US 6351206B
EQUIVALENT-ABSTRACTS:

The system has a key (1) with a power reception unit (6) and an IR transmission unit (4). A lock (7) has a power transmission unit (10) and an IR reception unit (9) connected to an evaluation unit (11). The received data are checked for validity and a blocking element released if validity is established.

The power transmission unit and the data reception unit are built into a component (29) and mounted approximately in the centre of lock so that with the key in the lock the power reception unit and data transmission unit in the key are arranged close to the power transmission unit and data reception unit in the lock and approximately in line.

USE - Particularly a steering/ignition lock.

ADVANTAGE - System is of simple design and effectively transfers power and data from key to lock or vice-versa.

CHOSEN-DRAWING: Dwg.1,2/2

TITLE-TERMS: MOTOR VEHICLE ANTI THEFT PROTECT SYSTEM KEY POWER RECEPTION UNIT DATA TRANSMISSION UNIT LOCK POWER TRANSMISSION UNIT DATA RECEPTION UNIT CONNECT EVALUATE UNIT

DERWENT-CLASS: Q17 Q47 T01 W02 W05 X22

EPI-CODES: T01-J12C; W02-C04; W05-D04B3; W05-D04B5; W05-D07D; X22-A08C; X22-X03;

SECONDARY-ACC-NO:
Non-CPI Secondary Accession Numbers: N1999-096952

US 0982896104P1

Creation date: 06-17-2004
Indexing Officer: TNGUYEN64 - TUAN NGUYEN
Team: OIPEBackFileIndexing
Dossier: 09828961

Legal Date: 09-25-2002

No.	Doccode	Number of pages
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